



WEST SANTA ANA BRANCH

Steering Committee Meeting No. 2

Project Initiation Results

July 21, 2010



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS
www.scag.ca.gov



Meeting Agenda

Overview of:

- Project Initiation Efforts
- Purpose and Need Definition
- Screening Process
- Recommended Initial Set of Alternatives
- Next Steps





Project Initiation Participation

Participation included:

- Elected Official and Stakeholder Briefings
- Steering Committee Meeting
- Technical Advisory Committee Meeting
- Community Meetings (6)





City Briefings and Meeting Locations





Locations of Meetings and Attendees

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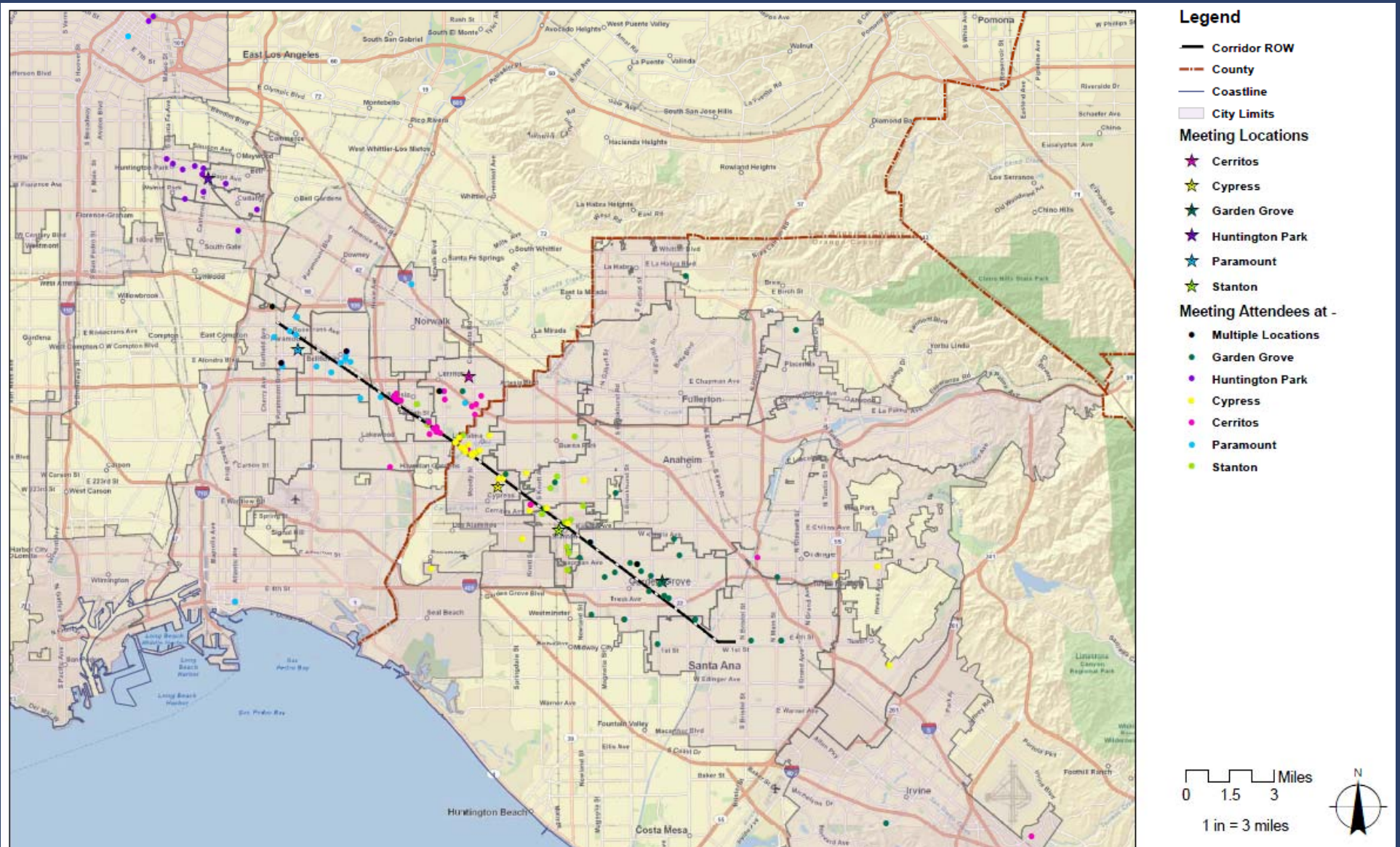


Figure 1: Meeting Locations and Meeting Attendee Addresses



Project Initiation Information

Requested input on:

- Transportation Challenges and Issues
- Possible Solutions
- Evaluation Criteria
- Communication Methods





Project Initiation Results

Top transportation challenges and issues:

- Existing and future highway and freeway congestion constrain travel
- Lack of alternatives to the automobile
- Lack of connection to the regional transit system
- Transit usage faces challenges
- Improve bicycle and pedestrian access



Project Initiation Results

Possible solutions:

- Interest in implementing transit service
- Support for rail alternative
- Lack of support for bus solution
- Support for linear pedestrian/bicycle facility
- Interest in related economic development/revitalization opportunities



Project Initiation Results

Criteria	Elected Officials/ Stakeholders	Steering Committee	Technical Advisory Committee	Community Meetings
Provides another travel option	✓	✓	✓	✓
Connects to regional transportation system	✓	✓	✓	✓
Increases access to/from destinations/activity centers	✓	✓	✓	✓
Provides faster travel speed	✓	✓	✓	✓
Results in cost-effective solution	✓	✓	✓	✓
Serves community <i>and</i> regional trips	✓	✓	✓	✓
Provides related pedestrian/bicycle facilities	✓	✓	✓	✓
Supports local revitalization goals	✓	✓	✓	✓
Has public/stakeholder support	✓	✓	✓	✓
<i>Results in no or minor impacts:</i>				
Noise and vibration	✓	✓		✓
Visual and privacy	✓	✓	✓	✓
Safety and security	✓	✓	✓	✓
Traffic impacts	✓	✓	✓	✓
Property acquisition		✓		✓
Environmental/Air Quality	✓	✓	✓	✓



Project Initiation Results

Preferred communication methods:

- Email updates
- Community workshops
- Website postings
- Other ideas included Facebook, newspaper ads, city newsletters, flyers, and outreach through local organizations



Purpose and Need Basis

Corridor Purpose and Need identified based on:

- Stakeholder and public input
- Population and employment – current and future
- Community goals and plans
- Travel markets and patterns
- Existing highway and transit systems/performance
- Future adopted transportation plans



Purpose and Need Findings

Key initial findings:

- Large forecast growth in population and jobs
- Significant forecast growth in daily trips
- Growing transit needs – growing low income and aging populations
- Lack of direct connection to the regional transportation system
- High SOV travel due to limited travel options



Purpose and Need Findings

More key initial findings:

- Minor transportation investment in Corridor
- Lack of connections to/from Corridor activity centers
- Lack of cross-county line transit planning/service coordination
- Need for more and better connected pedestrian and bicycle facilities
- Need to add travel capacity without negatively impacting the environment



Alternatives Analysis Screening Process





Conceptual Alternatives Screening Criteria

First level of screening based on:

1. Community/stakeholder interest or support
2. Serves both community and regional trip types
3. Provides fast service
4. Station spacing supports local economic revitalization development goals
5. Provides capacity flexibility to serve peak and non-peak trips
6. Compatible with freight rail operations



Conceptual Alternative Screening

There is not enough information at this level to address:

- Detailed fit with Purpose and Need
- Cost, ridership, or cost-effectiveness
- Specific community/environmental impacts
- Constructability/Corridor fit
- Implementation viability





Conceptual Alternatives Screening

Screening based on all alternatives having:

- Same endpoints (Union Station to Santa Ana RTC)
- No horizontal, vertical, or station identification
- Same level of feeder service
- Same landscaped, linear pedestrian/bicycle system





Comparative Analytical Results

Conceptual Alternative Screening

Criteria	BRT Bus Rapid Transit	STCR Streetcar	LRT Light Rail Transit	DMU Multiple Unit/Sprinter	CR Commuter Rail	HSR High Speed Rail
Community/stakeholder support and/or interest	•	✓	✓	✓	•	✓
Serves community and regional trips	✓	✓	✓	✓	•	•
Provides fast service	•	□	✓	✓	✓	✓
Station spacing supports local economic development/revitalization goals	✓	✓	✓	✓	□	□
Accommodates peak and non-peak service needs	✓	✓	✓	✓	•	•
Compatible with freight rail operations	•	□	□	□	✓	□

✓ Yes • No □ TBD



Initial Set of Alternatives

Recommended for further study through Initial Screening:

- No Build
- Transportation Systems Management (TSM)
- Bus Rapid Transit (BRT)
- Streetcar
- Light Rail Transit (LRT)
- Multiple Unit/Sprinter (DMU)
- High Speed Rail (HSR)



Initial Screening Criteria

Initial Set of Alternatives will be evaluated based on:

- Public and Stakeholder support

Initial Assessment of the following:

- Fit with Purpose and Need
- Regional System Connectivity
- Connectivity Assessment
- Constructability
- Implementation Viability





Initial Screening Criteria

Conceptual Analysis of the following based on Similar Projects:

- Cost to Build
- Station spacing supports local economic development/revitalization goals/plans
- Ridership
- System Capacity/Operating Concepts
- Operating Speed
- Key Environmental Impacts



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Discussion

Concur with recommended:

- Initial Set of Alternatives
- Initial Screening Criteria





Next Steps

Schedule through January 2011:

Start Initial Screening Efforts

Late July

Present and Discuss Initial
Screening Results/Develop
Recommendations

October -
December

Concur on Final Set of Alternatives

January 2011

